WELCOME

Public Workshop:
Voluntary Accelerated Vehicle Retirement and
Voluntary Repair of Vehicles

June 29, 2006
MLD Conference Room
13th and T Street, Sacramento
1:00 p.m. to 3:00 p.m.

Introduction

♦ Staff concepts for updates to voluntary accelerated vehicle retirement (VAVR) regulation
♦ Staff concepts for voluntary repair of vehicle (VRV) program
♦ Open discussion
♦ Next steps
Goals/Approach

♦ Modify VAVR regulation to allow use of remote sensing devices (RSD) or other technologies to identify high emitting vehicles
♦ Develop methodology to calculate extra emission reductions for high emitting vehicles
  – Propose placing methodology in Carl Moyer Program Guidelines to provide greater flexibility to update
♦ Develop new Carl Moyer Program Guidelines for VRV programs
♦ No changes to voluntary nature of program or car collector provisions

Identification of High Emitting Vehicles

Proposed Revisions to VAVR Regulation

♦ Provide districts options for using RSD, high emitter profiles, or other approaches to identify possible high emitting vehicles for VAVR
  – Regulation would not mandate a specific technology
  – Provide flexibility in designing programs
♦ High emitting vehicles defined as vehicle that would fail its next Smog Check
  – Must be between Smog Checks to participate in VAVR or VRV
Identification of High Emitting Vehicles
Proposed Revisions to VAVR Regulation cont.

♦ Districts required to submit a project plan
♦ Plan must include
  – Technology used to identify high emitting vehicles
  – Standard operating procedures
  – Criteria used to qualify vehicle as potential high emitter
  – Estimate of number of vehicles to be retired and emission reductions, calculated based on ARB guidance
♦ Plan must be approved by ARB Executive Officer
  – Regulation would specify criteria for reviewing plan

Calculating Emission Reductions
Proposed Carl Moyer Guideline Criteria

♦ RSD, high emitter profile, or other technologies used as a screening tool to identify possible high emitting vehicles
♦ Smog Check ASM test required to verify that the vehicle is a high emitting vehicle
  – Must fail ASM test to qualify for extra emission credit
  – Vehicles passing ASM may be retired, but receive default credit
  – Emissions based on ASM measurement
Calculating Emission Reductions
Proposed Carl Moyer Guideline Criteria cont.

♦ Emission reduction formula
  
  \[ \text{Emission reduction formula} = \text{Emissions}_{\text{ret}} - \text{Emissions}_{\text{rep}} \times \text{Life} \]

\text{Where:}

- \text{Emissions}_{\text{ret}} = \text{Emission rate of retired vehicle} \times \text{VMT of retired vehicle}
- \text{Emissions}_{\text{rep}} = \text{Emission rate of replacement vehicle} \times \text{VMT of replacement vehicle}
- \text{Life} = \text{Credit life}

♦ Emission rate of retired vehicle

- From retirement date until next biennial Smog Check, equals ASM measurement (converted from ppm to gram per mile)
- After date of next Smog Check, emission rate would be lower. May propose:
  - Equal to ASM cutpoint
  - Equal to average emissions of model year
  - Something in between
- Assume 1 year until next Smog Check

♦ VMT of retired vehicle equal to average VMT of model year
Calculating Emission Reductions
Proposed Carl Moyer Guideline Criteria cont.

♦ Emission rate of replacement vehicle
  – Default: emission rate equal to “fleet average” emission rate, as in current regulation
  – If a LEV-certified vehicle is required, emission rate equal to average, 8 year old LEV-certified vehicle

♦ VMT of replacement vehicle equal to VMT of retired vehicle

♦ Credit life equals 3 years
  – Survey data since regulation adopted supports 3 year life

Calculating Emission Reductions
Proposed Carl Moyer Guideline Criteria cont.

♦ Particulate matter (PM) emission reductions
  – Not proposing extra emission reduction credits for PM high emitters at this time
  – RSD not demonstrated to identify PM high emitters
  – If viable method to identify and measure PM high emitting vehicles, ARB staff would support extra reductions

♦ Evaporative emission reductions
  – Not proposing extra evaporative emission reduction credits for RSD identified high emitting vehicles
  – RSD does not measure evaporative emissions
  – If evaporative testing of vehicles is conducted, staff supports extra emission reductions for high emitters
Voluntary Repair of Vehicles (VRV)  
Proposed Carl Moyer Guideline Criteria

◆ Vehicle requirements:
  – >90 days before next biennial Smog Check  
  – Registered for at least 24 months in district  
  – Light- or medium-duty vehicle  
  – Fully operational and driven to repair location  
  – No tampering  
  – Identified by RSD/HEP etc., no “walk ins”  
  – Vehicle must fail pre-repair ASM Smog Check test

◆ Vehicle may only be repaired once in its lifetime using VRV funding

Voluntary Repair of Vehicles (VRV)  
Proposed Carl Moyer Guideline Criteria cont.

◆ Repairs
  – Must be performed by licensed technician  
  – Only emission-related repairs fundable  
  – Must bring emissions below Smog Check cutpoints  
  – Replacement catalysts must be OBD II compliant

◆ Emission reductions
  – Difference between pre-repair and post-repair ASM Smog Check test, converted to gram per mile emission rate  
  – VMT assumed to be average VMT of model year  
  – 1 year credit life (average time until next Smog Check)
Voluntary Repair of Vehicles (VRV)
Proposed Carl Moyer Guideline Criteria cont.

♦ VRV project plan
  – District must submit plan for ARB approval prior to starting VRV program

♦ Report and recordkeeping
  – Districts must maintain records on all vehicles repaired
  – Districts must annually report to the ARB on all vehicles repaired and resulting emission reductions

Voluntary Repair of Vehicles (VRV)
Additional Questions

♦ Should vehicle owner participation be limited to once every several years?
♦ Should there be limits on model year eligibility or cost of repair relative to vehicle value?
♦ Is there a way to ensure vehicles aren’t repaired for the sole purpose of being sold?
♦ Should copayments by vehicle owners be required?
♦ Should commercial vehicles be eligible?
♦ How should evaporative or PM repairs be handled?
Summary of Proposed Revisions

♦ Permit the optional use of RSD and other technologies to identify high emitting vehicles
♦ Define the methodology for calculating extra emission reductions for high emitting vehicles in Carl Moyer Program Guidelines
♦ Establish Carl Moyer Program Guidelines for voluntary repair programs
♦ Change registration requirement from 120 days to 24 months for consistency with the Health and Safety Code
♦ Clean up and clarify existing regulatory language

Discussion and Public Comment
Next Steps

♦ ARB continues to solicit your input
♦ Written comments by July 28, 2006
♦ Next workshop late summer
  – Tentative date August 31, 2006
  – Draft regulatory and guidance language
♦ Adoption hearing scheduled for December 2006
♦ For more information, visit VAVR website
  – http://www.arb.ca.gov/msprog/avrp/avrp.htm

Contacts

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